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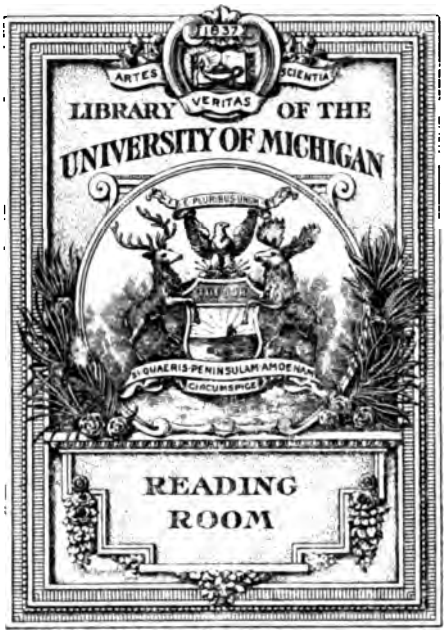
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A LIST OF BOOKS

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RELATING TO

RAILROADS

IN THEIR RELATION TO THE GOVERNMENT AND THE PUBLIC

WITH APPENDIX
LIST OF REFERENCES ON THE NORTHERN SECURITIES CASE

COMPILED UNDER THE DIRECTION OF
APPLETON PRENTISS CLARK GRIFFIN
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PREFATORY NOTE

This List is concerned with material in the Library of Congress upon railroads in the United States in their economic and political relations.

It includes treatises on the theory and history of railroad transportation, discussions of the economic effects of railroad combinations, governmental investigations, speeches in Congress, and reports on interstate commerce, with references to some judicial decisions. The Appendix is devoted to the Northern securities case.

Transportation in its historical and economic aspects receives scholarly treatment in Hadley's "Railroad transportation: its history and its laws;" and in Johnson's "American railway transportation." The latter work has the advantage of later investigations and of having the results of operations under the interstate commerce act to work upon. Hadley's work has not been superseded as an exposition of conditions up to the date of its publication. Ringwalt's "Development of transportation systems in the United States" is a popular compendium of traffic history in this country.

General discussions of railroad problems.—Larrabee's "The railroad question" is written to show that railroads "will not serve their real purpose until they become in fact . . . highways to be controlled by the government as thoroughly and effectually as the common road, the turnpike and the ferry, or the post-office and the custom-house." Adams's "Railroads: their origin and problems" is a criticism of existing railroad policies in the late seventies. Kirkman's "Railway rates and government control" in common with his other writings is devoted to commendation of existing conditions and argues against government interference. Hudson's "The railways and the republic" is devoted to a discussion of what he terms railroad abuses. Morgan's "The people and the railways" is a vehement rejoinder to Hudson's argument. Stickney's "The railway problem" is a study by a railroad president with conclusions in favor of government control. Dabney in his "The public regulation of railways" favors government control. Newcomb's "Railway economics" is largely concerned with a discussion of the decline of rates. Pratt's "American railways" is a study by an English writer. McCain's "Compendium of transportation theories" contains essays by experts representing all shades of opinion on railroad topics.

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Railroads and trusts.—The subject of railroads as a part of the trust question is considered in Baker's "Monopolies and the people;" Bolen's "The plain facts as to the trusts;" Bonham's "Railway secrecy and trusts;" Cloud's "Monopolies and the people;" Cook's "The corporation problem;" Hardesty's "The mother of trusts;" and Moody's "The truth about the trusts."

Railroad combinations and pooling.—A detailed study is afforded by Langstroth and Stilz's "Railway co-operation" which is provided with a bibliography.

The writings of Albert Fink are held in high esteem among writers on railroad questions. They afford much material on the subject of combination from the standpoint of a railroad expert. Among them there are to be noted, his "Argument before the Committee of commerce of the House of Representatives," January, 1880; the "Argument before the Committee of commerce of the Senate," February, 1879; the "Argument before the Committee on commerce of the United States House of Representatives," March, 1882; "Cost of railroad transportation;" "An investigation into the cost of transportation on American railroads, with deductions for its cheapening;" "Investigation into the cost of passenger traffic on American railroads;" "The legislative regulation of railroads;" "Regulation of interstate commerce by Congress;" "Report upon the adjustment of railroad transportation rates to the seaboard." The last named writing by Mr. Fink is not in the Library of Congress but is to be found in the Library of the Interstate Commerce Commission, where are also to be found his "Argument before the Committee on commerce of the United States House of Representatives," January, 1884; "Relative cost of carload and less than carload shipments and its bearing upon freight classification," Chicago, 1889; and "Testimony before the Senate committee on labor and education," September 17, 1883.

Other discussions of combinations and pooling are to be found in: Alexander's "Railroad consolidation," and "Railway practice;" Blanchard's "Argument before the Committee on commerce of the House of Representatives in opposition to the pending bill for the regulation of interstate commerce," and his "Shall railroad pooling be permitted?" Cooley's "The interstate commerce act—Pooling and combinations which affect its operation," "Popular and legal view of traffic pooling," "The railway problem defined;" Hadley's "The prohibition of railroad pools;" Hopkins's "Railroad combinations and discriminations;" Huntington's "A plea for railway consolidation;" Kenna's "Railway consolidation;" Knapp's "Equality of rights in transportation agencies," "Government regulation of railroad rates," "Railroad pooling," "Some observations on railroad pooling;" Newcomb's "The concentration of railway control," "The failure of legislation to enforce railway competition," "The necessity of limiting

railway competition," "Railway economics," "The recent great railway combinations," and "Where competition is present discrimination can not be absent: an argument for the restoration of the pooling privilege with federal supervision;" Nimmo's "The American railroad system and the trust question," "The apportionment of traffic among competing railroads," "Commercial, economic, and political questions not decided in the Northern securities case," "The community of interests method of regulating railroad traffic in its historic aspects," "The limitation of competition and combination as illustrated in the regulation of railroads," "Pooling and governmental control of the railroads," "The railroads as one system," "Some characteristics of the American railway system;" Peabody's "The necessity for railway compacts under governmental regulation;" Prouty's "The dependence of agriculture on transportation," "National regulation of railways," "Railway pooling—from the people's point of view;" Rice's "The proposed testimony of George Rice . . . particularly relating to the Standard oil trust, railroad freight discriminations, and unlawful pooling of rail and water lines;" Sterne's "Legislation concerning, and management of railways in the United States," "Railroad poolings and discriminations," "The railway problem;" Thurman, Washburne, and Cooley's "Report constituting an advisory commission on differential rates by railroads between the west and the seaboard;" and Walker's "The amendment of the interstate commerce law," "The pooling of railway earnings," "Railway associations," and "The Western traffic association." The official reports noted in this List under New York, State, and under United States contain material of vital importance. The works noted above under the headings Transportation, General discussions, etc., are necessary contributions to this phase of the railroad question. *See also* the Appendix containing references on the Northern securities case.

The farmer and the railroad.—Atkinson's "The distribution of products; . . . The railway, the farmer, and the public;" Dixon's "State railroad control, with a history of its development in Iowa;" Hardesty's "The mother of trusts. Railroads and their relation to 'the man with the plow;'" Larrabee's "The railroad question;" Martin's "History of the grange movement, or, the farmer's war against monopolies;" Meyer's "Railway legislation in the United States;" Morgan's "History of the Wheel and Alliance, and the impending revolution;" Prouty's "The dependence of agriculture on transportation;" Robinson's "The octopus;" and Thompson's "The farmers' fight against the railroads."

Federal reports and legislation.—The genesis of Congressional legislation is signalized by the "Report from the Committee on roads and canals" presented June 9, 1868, on the regulation and control of railroads, forming House report no. 57 of the Fortieth Congress, second

session. In 1874 a voluminous report known as the Windom report was published in two large volumes (43d Cong., 1st sess., S. rept. no. 307). The so-called Reagan bill providing for a government commission to regulate interstate commerce was introduced in 1878. Debates in Congress on the bill are noted on page 43 of this List. Reagan's report forms House report no. 245 of Forty-fifth Congress, second session. The subject was before Congress in each succeeding session without resulting in legislative action until 1887 when the Interstate commerce act was passed. In 1882 an important hearing was given by the House committee on commerce when arguments were presented by Wayne MacVeagh, Albert Fink and others (47th Cong., 1st sess., H. misc. doc. no. 55). In 1886 the Cullom report was presented (49th Cong., 1st sess., S. rept. no. 1571) which laid the foundation for the enactment of the Interstate commerce law. The speeches in Congress on this law are noted on pages 49–53 of this List.

For the operation of this law see the reports of the Interstate commerce commission, documents noted on pages 27–30 of this List. For discussions of the interstate commerce law *see* H. C. Adams's "A decade of federal railway regulation;" Clough's "The effect of the interstate act;" Cooley's "The interstate commerce act;" Dos Passos's "The interstate commerce act, an analysis of its provisions;" Hadley's "The workings of the interstate commerce law;" Ingalls's "The railroads and the interstate law;" Johnson's "American railway transportation;" Lewis's "The standing of the interstate commerce commission before the federal courts;" Walker's "The amendment of the interstate commerce law." Articles in periodicals discussing the effect of the law are listed in chronological order on pages 35–42 of this List; among these the following may be noted: Bacon's "The inadequate powers of the Interstate commerce commission" in "North American review," vol. 174, pp. 46–58; Davis's "The Interstate commerce commission and the public" in "Outlook," vol. 64, pp. 626–628; Hines's "The proposals of the Interstate commerce commission" in "Forum," vol. 33, pp. 3–13; McLean's "Federal regulation of railroads in the United States" in "Economic journal," vol. 10, pp. 151–171; Newcomb's "A decade in federal railway regulation" in "Popular science monthly," vol. 51, pp. 811–819; Newcomb's "American statistical practice: The Interstate commerce commission" in "Yale review," vol. 11, pp. 164–197; and his "The Industrial commission on transportation" in "Political science quarterly," vol. 17, pp. 568–608; Prouty's "Powers of the Interstate commerce commission" in "Forum," vol. 27, pp. 223–236; *see also* "North American review," vol. 167, pp. 543–557; Ripley's "The Industrial commission on transportation" in "Political science quarterly," vol. 18, pp. 313–320; Sedgwick's "Ten years of federal railway regulation" in "Nation," vol. 66, pp. 219–220; Smith's "The powers of the Interstate commerce commission" in "North American

review," vol. 168, pp. 62–76, and his "The inordinate demands of the Interstate commerce commission" in "Forum," vol. 27, pp. 551–563.

Meyer's "Railway legislation in the United States" presents "a condensed analysis of the private and public laws which govern railways in the United States, and of the important decisions relating to interstate commerce." A chapter is devoted to the proposed "Cullom bill." An appendix contains the text of the "Elkins law" of 1902.

State railway legislation.—C. F. Adams's "The regulation of all railroads through the state-ownership of one;" Clark's "State railroad commissions, and how they may be made effective;" Dana's "Federal restraints upon state regulation of railroad rates of fare and freight;" Dixon's "State railroad control, with a history of its development in Iowa;" Hendrick's "Railway control by commissions;" Hines's "Legislative regulation of railroad rates;" McLean's "State regulation of railways in the United States;" Meyer's "A history of early railroad legislation in Wisconsin;" Million's "State aid to railroads in Missouri;" New York, State, "Report of the Special committee on railroads, appointed under a resolution of the Assembly, Feb. 28, 1879, to investigate alleged abuses in the management of railroads" (Hepburn report); Sterne's "The railway problem in the state of New York;" United States, Forty-eighth Congress, second session, Senate report no. 46, "Report of the Senate select committee on interstate commerce." *See also* chapters in Dabney's "The public regulation of railways;" Hadley's "Railroad transportation;" Johnson's "American railway transportation;" and Larrabee's "The railroad question."

State railroad commissions.—The Library of Congress contains reports of railroad commissioners of the following states: Alabama, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Illinois, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Vermont, Virginia, and Wisconsin. States having no railroad commissioners are: Arizona, Delaware, Idaho, Indiana, Maryland, Montana, Nevada, New Jersey, New Mexico, Oregon, Utah, Washington, West Virginia, and Wyoming.

Trans-Missouri decision.—Attorney General Harmon's brief for the Government in the case of the United States *v.* the Trans-Missouri freight association is given in the "Yale law journal" for January, 1897. The text of the decision of the Supreme court is given in 166 U. S. 290 and is reprinted in the "Railway age" for March 26 and April 2, 1897, and in Senate document no. 12, Fifty-fifth Congress, first session, entered in this List under U. S. Supreme court. The decision is discussed in "American law review," vol. 31, May–June, 1897, pp. 451–454; "Central law journal," vol. 44, Apr. 16, 1897, pp. 319–321; "Chicago legal news," vol. 29, Apr. 3, 1897, pp. 263–264;

"Railway age," vol. 23, pp. 241–243, 271–272, and by George R. Blanchard in the "Forum" for June, 1897.

Histories of great railroad corporations.—Chapman's "The Northern Pacific railroad;" Davis's "The Union Pacific railway;" Hollander's "The Cincinnati Southern railway" (Johns Hopkins university studies, 12th ser., nos. 1–2); Reizenstein's "The economic history of the Baltimore and Ohio railroad, 1827–1853" (Johns Hopkins university studies, 15th ser., nos. 7–8); Robinson's "The octopus. A history of the construction, . . . of the Central Pacific, Southern Pacific of Kentucky, Union Pacific, and other subsidized railroads;" Smalley's "History of the Northern Pacific railroad;" Smith's "A history and description of the Baltimore and Ohio rail road;" White's "History of the Union Pacific railway;" and W. B. Wilson's "History of the Pennsylvania railroad company."

A series of articles by Edward S. Meade entitled "The great American railways systems" appearing in the Railway World beginning in the number for Nov. 21, 1903, deals with the "The Wabash railroad," "The greater Wabash as an investment," "The Reading," "Community of interest among the anthracite roads," "The Lehigh valley," "The New York Central," "The New York Central: expansion and traffic results," "The Pennsylvania," "The Pennsylvania: its financial policy," "The Pennsylvania: its growth and expansion," "Future direction of railway traffic," "The Illinois Central," "The Missouri Pacific," "The Atchison, Topeka and Santa Fe," "The Atchison: its financial history," "The Baltimore and Ohio," and "The Chicago, Burlington and Quincy." These articles are to be published in book form when completed.

The Library of Congress receives currently the following *periodicals relating to railroads:*

American engineer and railroad journal, New York; Bulletin of the International railway congress (English edition); Brussels; The Commercial & financial chronicle: Railway and industrial section, New York; International railway journal, Philadelphia and Chicago; The Official railway equipment register, New York; The Railroad employee, Newark, N. J.; Railroad gazette, New York; The Railway age, Chicago; Railway and locomotive engineering, New York; The Railway engineer, London; Railway line clearances and car dimensions, New York; Railway machinery, locomotive and car equipment, New York; The Railway magazine, London; The Railway news, London; Railway world, Philadelphia and New York; Roadmaster and foreman, the American railway track journal, Chicago.

A. P. C. GRIFFIN
Chief Bibliographer

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LIST OF BOOKS RELATING TO RAILROADS IN THEIR RELATION TO THE GOVERNMENT AND THE PUBLIC

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(*In* Compendium of transportation theories, pp. 139–147. Washington, D. C., 1893. 8°.)

——— Government interference in English railway management.
(*In* Compendium of transportation theories, pp. 267–276. Washington, D. C., 1893. 8°.)

——— The railways of England. 3d ed.
London: J. Murray, 1899. xvi, 427, (1) pp. 8°.

——— The state in relation to railways.
(*In* Mackay, Thomas, *ed.* A policy of free exchange, pp. 163–210. London, 1894. 8°.)

Adams, B. B., *jr.* The treatment of railroad employes.
(*In* Compendium of transportation theories, pp. 203–208. Washington, D. C., 1893. 8°.)

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(*In* Compendium of transportation theories, pp. 178–174. Washington, D. C., 1893. 8°.)

——— Railroads: their origin and problems.
New York: G. P. Putnam's sons, 1878. (4), 246 pp. 12°.

——— The regulation of all railroads through the state-ownership of one.
Boston: James R. Osgood and company, 1873. 39 pp. 8°.
Speech on behalf of the Massachusetts board of railroad commissioners, made before the joint standing legislative committee on railways, February 14, 1873.

Adams, Henry C. A decade of federal railway regulation.
(*In* Atlantic monthly, vol. 81, Apr., 1898, pp. 433–443.)

——— Service of a bureau of railway statistics and accounts in the solution of the railway question.
(*In* Compendium of transportation theories, pp. 129–138. Washington, D. C., 1893. 8°.)

Alexander, E. Porter. Long *versus* short haul.
(*In* Compendium of transportation theories, pp. 197–202. Washington, D. C., 1893. 8°.)

——— Railroad consolidation.
(*In* Compendium of transportation theories, pp. 260–266. Washington, D. C., 1893. 8°.)

——— Reply to questions of the special committee on railroad transportation of the New York chamber of commerce.
1881. Bradley, Gilbert & Mallory, Louisville, Ky. 38 pp. 12°.

——— Railway practice, its principles and suggested reforms reviewed.
New York and London: G. P. Putnam's sons, 1887. (2), 60 pp. 12°. (Questions of the day, no. 36.)
A discussion of the railway problem as involving only the principles upon which tariffs are formed and competition between water lines and rival railroads are conducted. Holds that railway tariffs must be based upon value of service rendered, and limited by a reasonable profit upon cost of service and investment employed; and, also, that stability, publicity, and uniformity of rates can only exist where there is a community of interest between the carriers, while such community can only exist under a pool or under consolidation.

Atkinson, Edward. The distribution of products; or the mechanism and the metaphysics of exchange. Three essays: What makes the rate of wages? What is a bank? The railway, the farmer, and the public.
New York & London: G. P. Putnam's sons, 1885. v, (3), 303 pp. 12°.

——— Memorandum in regard to the equity in the case between the Government and the Union Pacific Railroad.
[*Boston, 1871.*] *22 pp. 8°.*

——— The railroads of the United States. A potent factor in the politics of that country and of Great Britain.
Boston: A. Williams and company, 1880. 48, 20 pp. Folded sheet. 8°.

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New York & London: G. P. Putnam's sons, 1899. xxiii, (3), 368 pp. 12°.

Baldwin, Simon E. American railroad law.
Boston: Little, Brown, and company, 1904. lxxvi, 770 pp. 8°.

Barker, Wharton. The great issue. Reprints of some editorials from The American, 1897–1900.
Philadelphia, 1902. 391 pp. 12°.
Pp. 32–69 contain editorials on aspects of the railroad question.

Beach, Charles F., *jr.* The problem of the vanishing profit. An address on railway and commercial trusts and combinations . . . before the Congregational club of the city of New York, January 19th, 1891.
[*New York, 1891.*] *16 pp. 12°.*

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G. P. Putnam's sons, New York, 1884. 37 pp. Folded map. 12°. (Questions of the day, no. 12.)

Blanchard, George R. Argument before the Committee on commerce of the House of Representatives in opposition to the pending bill for the regulation of interstate commerce. Washington, D. C., March 14, 15, 16, and 17, 1882.
New York: Martin B. Brown, 1882. 216 pp. 8°.

——— Reply to the Hon. S. M. Cullom.
(*In* Compendium of transportation theories, pp. 86–95. Washington, D. C., 1893. 8°.)

——— Shall railway pooling be permitted?
(*In* The Forum, vol. 5, Aug., 1888, pp. 652–665.)

——— The Trans-Missouri decision.
(*In* The Forum, vol. 23, June, 1897, pp. 385–395.)

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Bonham, John M. Industrial liberty.
New York and London: G. P. Putnam's sons, 1888. ix, (1), 414 pp. 8°.
The relations of the railway and the "trust" to industrial liberty, pp. 96–128.

——— Railway secrecy and trusts.
New York and London: G. P. Putnam's sons, 1890. 138 pp. 12°. (Questions of the day, no. 61.)

Bryce, L., *and* J. J. **Wait.** The railway problem. 1. The legislative solution. 2. A mercantile view.
(*In* North American review, vol. 164, Mar., 1897, pp. 327–348.)

Chapman, W. W. The Northern Pacific railroad. Its different phases from 1864 to 1880. Land grant 63, 521, 450 acres. The great combination on the Columbia river.
Washington: Joseph L. Pearson, printer, 1880. 15 pp. 8°.

Chittenden, L. C. Interstate commerce. Argument before the Committee on commerce, House of Representatives, Jan. 29, 1884.

[*Washington: Government printing office, 1884.*] *15 pp. 8°.*
Caption-title.

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[*Baltimore: Guggenheimer, Weil & co.,*] *1891. 110 pp. Folded map. Folded tables. 8°. (American economic association. Publications, vol. 6, no. 6.)*

Cloud, D. C. Monopolies and the people.

Davenport, Iowa: Day, Egbert & Fidlar, 1873. (2), iv, 462 pp. 8°.
"The Pacific railroad iniquity," pp. 19–28.

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Davenport, Iowa: Day, Egbert & Fidlar, 1873. 514, iii pp. 8°.

Clough, W. P. The effect of the interstate act. Has the interstate commerce law had any influence on the course of railway rates?

(*In* Railway age, vol. 21, May 23, 1896, pp. 268–269.)

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(*In* American academy of political and social science. Annals, vol. 2, Jan., 1892, pp. 433–449.)

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Eaton, James Shirley. Railroad operations; how to know them; from a study of the accounts and statistics.
New York: The Railroad gazette, 1900. xix, 313 pp. 12°.

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New York: Russell brothers, 1880. 55 pp. 8°.
Reprinted as "The railroad problem and its solution," New York, 1882.

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(*In* Engineering magazine, vol. 9, July, 1895, pp. 623–634.)

——— [Regulation of interstate commerce by Congress; testimony before the Select committee on interstate commerce of the Senate; New York, May 21, 1885.]

(*In* U. S. 49th Congress, 1st session. Senate report no. 46, pt. 2. Report of the Senate Select committee on interstate commerce. (Testimony), pp. 89–126. Washington, 1886. 8°.)

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New York: Russell brothers, printers, 1882. 59 pp. Folded tables. 8°.

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The minority report, pp. 8–20, "concludes that the measures referred to and proposed can not be constitutionally enacted by Congress and ought not to be entertained; and that, if the power existed, its exercise would be inexpedient."

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——— *49th Congress, 1st session.* Senate report no. 46, pts. 1 and 2. Report of the Senate select committee on interstate commerce. (With appendix.)

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